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Attention:

Michelle Babiuk, SkyTrain Fleet Planning, TransLink

cc Rex Hodgson, Senior Planner, System Planning, TransLink  
Renate Sitch, Senior TravelSmart Specialist

**RE: [SkyTrain Fleet Expansion](#)**

In November 2018, HUB Cycling met with staff from TransLink to discuss our position paper on improving the #BikeToTransit experience<sup>1</sup>. One of our recommendations was to increase the space allocation on SkyTrain cars for passengers with bicycles, thus enhancing the transit experience for all customers.

With TransLink's recent announcement to add over 200 Expo and Millennium Line Skytrain cars, we would like to reiterate our strong support for increasing flex spaces with bicycle racks, as suggested in the online SkyTrain Fleet Expansion Survey (Jan 14-25, 2018).

In terms of bicycle rack design, we are pleased to see the example from San Francisco's *BART* system (referenced in our position paper on pg. 3 and in Figure 1 below) suggested in the online survey. We support multi-bike rack designs and other horizontal installations that stabilize parked bicycles so that passengers do not have to hold their bicycle while the train is moving, which can be a barrier for use by all ages and abilities and bicycle types.



Figure 1 - Horizontal bike racks on San Francisco's BART



Figure 2 - Bike racks on the BART system stabilize bikes

<sup>1</sup> [HUB Cycling's Recommendations for improving the #BikeToTransit experience](#) (2018).



Further to our initial #BiketoTransit recommendations, we would like to reiterate the following suggestion in order to improve the efficiency of access and egress for all passengers:

If the new train cars with bicycle racks board in the same location on the train platforms, please consider adding bicycle logos to these platform locations (Figure 3), indicating where passengers should stand to board the appropriate cars. Existing bicycle icons near the doors of Canada Line train cars are helpful and could be applied to the new SkyTrain cars. However, signage on train platforms would be more visible and would notify waiting passengers that those with bicycles may be boarding at those locations. Further, this will also help reduce conflict between passengers with and without bicycles who are waiting to board the train cars.

Figure 3 - Minneapolis - St. Paul's Metro Transit

We hope this letter of support is useful as we continue our collaborative efforts to improve the #BiketoTransit experience for all users across Metro Vancouver.

Please do not hesitate to contact us if any further clarification is required.

Sincerely,

Andrew Picard  
Project Manager, HUB Cycling